GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:903
ANSWERED ON:22.11.2007
NEAR AIR COLLISION
Chowdhury Shri Adhir Ranjan;Nikhil Kumar Shri

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation has since completed its probe into the near air collision of the special Aircraft carrying UPA Chairperson and a Virgin Atlantic Flight;

(b) if so, the details thereof;

(c) whether the Government has since taken any steps to ensure that no lapse occur in future on air collisions; and

(d) if so, the details thereof?

Answer

MINISTER OF THE STATE (INDEPENDENT CHARGE) IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a) and (b):- Yes, Sir. The case has been investigated, which has revealed that the incident was that of breach of standard separation and not near air collision.

(c) and (d):- Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements making it mandatory from January, 2003 the installation of Airborne Collision Avoidance System (ACAS) on aeroplanes, which enables the pilots to have a position picture of all aircraft in his vicinity their reference height and distance from his aircraft. It also guides the pilot to take evasive action, whenever any aircraft comes in proximity to his aircraft, to avoid conflict. Mono - pulse Secondary Surveillance radars have since been installed at major airports in the country to provide altitude information to the Air Traffic Controllers thereby enabling improved air traffic management and surveillance. Minimum Safe Altitude Warning (MSAW) system has also been provided. Air Traffic Management service is also being modernised to include air traffic conflict warning in the system. Non RVSM aircraft have been restricted to flying in RVSM airspace (above 29,000 feet). Flexible use of airspace to reduce traffic congestion in the airspace has been implemented. Further, based on the investigations carried out on all the reported air proximity incidents, the following additional measures have also been taken:-

(i)Regular proficiency checks for Air Traffic Controllers and pilots;

(ii)Specific co-ordination procedures for transfer of traffic from one unit to the other, which are reviewed periodically; and

(iii) Whenever required, Air Traffic Control Officers (ATCOs) are given corrective training.

(iv) Standard operating procedure/co- ordination procedure, whenever requried are modified/changed or established based on the investigation.